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First to Last—The Truth—News—Editorials—Advertisements  
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receiving an exorbitant rental for a garage in the Bronx where buses are housed, and that a million dollars has been spent on the route over which these buses run and on which the garage is located.

All the evidence brought out before the commission pointed one way. Most of it was supplied by the very men engaged in the bus business. The only defense made by the Commissioner of Plant and Structures was to call the attorney for the commission "a dirty little rat."

It is this man, according to report, whom Governor-elect Smith purposes putting in charge of transit in New York, removing the commission headed by George McAneny in order to do so.

If Whalen had nothing to do with the bus lines he still would be unfitted for a position that requires special intelligence, special education and special ability. Men do not equip themselves for the solution of complicated technical problems by taking stenographic notes of John F. Hyland's wholeness of speech.

But Whalen's bus record is such that of all men in New York he should be the last to be selected for a position which for the next two years will be of the highest importance to the people of New York.

Governor Smith will make a poor return for the confidence the people of this city have placed in him if he puts Whalen at the head of transit. And the six Republican Assemblymen from this city will be jointly culpable with the Governor if by consenting to the repeal of the traction law they put such an action within the Governor's power.

**The Tiger and the Children**

The more the appointment of Miss McCooey to the post of associate superintendent is discussed, the more blatant the effrontery of the Board of Education in voting for her appears. In her behalf such items are urged as that she had two full years in high school as preparation for teaching and once served on an teachers' committee of an educational convention. Before such talk argument is absurd. There cannot be even a pretense that anything but John H. McCooey's great and good friend, Charles F. Murphy, elevated Miss McCooey to her new job and salary.

Nor do we see how any hope of better things for the future can be made out. Any school board that would make a Tammany appointment like this to a high post would not know how to refuse any political demand or blush at any political job. Plainly, Tammany has entered into full control of the schools. Mr. Hyland takes the defeat of Governor Miller and the election of a Tammany Governor as full license to go to it. The morale of the teaching force and the efficiency of the teaching system are out the window. Tammany is in the chair.

It is not a pleasant prospect for the parents of the city or for the teachers or for the children. But chief sympathy belongs to the children. They are the worst sufferers, and they did not vote for Tammany, as did the vast majority of parents and teachers.

**Is Individualism Passing?**

Mr. Hoover, turned social philosopher, proclaims himself a champion of individualism in his new volume, "American Individualism." There is, says he, a particular brand of individualism which is distinctively American, which is the product of America and which should be preserved as an American contribution to social philosophy.

The existence of this American individualism has been proclaimed by students of the history of the West ever since the frontier began moving inland from the Atlantic coast. It is a product of the frontier. It is the personal philosophy that was the natural outgrowth of a life in which self-reliance was essential for self-preservation. The frontiersmen were necessarily dependent upon their own prowess. Judging others by themselves, they were more impressed by what a man could do than by what he had been. They scorned classes. For the established social order they had neither reverence nor tolerance. Of specialists they had a genuine distrust. Their notions of government included the theory that the less it interfered with the individual's affairs the better it was. The candidates whom they elected to office were chosen because of their popularity rather than their fitness, and rotation in office was considered desirable, as it gave "the other fellow" a chance to serve.

This individualism developed into a belief in fair play and a dislike of the rigidity of hereditary classes. It had no patience with collective economic reforms, although in extremities it experimented with them. Despite this individualism, there developed some of the fallacies of populism, it is true; but its political expressions were for the greater part sound and progressive. The days of the pioneer are now gone, however, and the continent which they seized for civilization is now entering upon a new era of community life. The individual no longer has the same needs or the same rights of self-assertion. Does this mean that the old individualism is doomed? To this question Mr.

Hoover gives no satisfactory answer. He makes a plea for its continuation and stresses its value to the world. But he says nothing to show why the very fact that the conditions have passed which produced this system does not mean that the stress of the system itself may also have passed. To classes there will remain, of course, the old American opposition. But can the old individualism survive unmodified? If so, by what forces and through what needs of society? Every admirer of the older America would be glad to find an answer.

**Nothing to Shudder At**

While Senator Borah declaims at Washington against French "militarism" a French Minister of Marine sadly announces in the Paris Chamber that the French navy is dying. It is formidable at present, he tells us, only in the matter of admirals, of whom seventy-five are on the active list. There are only twelve French battleships, so that six admirals are available at a pinch for every capital ship.

This is not the worst of a tale which Mr. Borah would have found instructive and corrective. By 1933, if no new construction is undertaken, the French fleet will be reduced to three battleships, three cruisers and two submarines. Since 1914 France has built only one destroyer and one submarine, while the United States has built twenty-five capital ships, 285 destroyers and 122 submarines. The French fleet is 110,000 tons smaller than it was in 1914. Its present military efficiency is hardly half what it was nine years ago.

These facts make much of Mr. Borah's criticism ridiculous. They also show how academic were the grounds on which France objected at the Washington conference to limitations on submarine and light-cruiser strength. She has not yet ratified the Washington treaties. But that is not because she expects to exceed the limit set for her capital ships or contemplates creating a formidable fleet of light cruisers and submarines. Her protests at Washington were misconstrued. They were formal and theoretical only, since she cannot afford to seek high rank again as a naval power and has no intention of doing so. Notwithstanding increased salaries and costs of maintenance, the appropriations for the French navy will soon sink below the 1914 figures.

Mr. Borah enjoys shuddering at military bogies; but in the case of the French naval service all that he is really shuddering at is an over-crowded list of Gallic admirals.

**Groping**

In suddenly advocating a subway under Third Avenue, which was no part of the transit plan he solemnly promulgated in August, Mayor Hyland shows how little faith even he reposes in his ability to solve the traction problem by drawing lines across the map of New York.

The Third Avenue subway scheme is of as little value in the existing emergency as was the fantastic system the Mayor advocated in August. It contemplates the removal of the Third Avenue Elevated, which is now and will for many years be needed to relieve the tension on the East Side subways to the Bronx.

Mr. Hyland issues a subway plan whenever one has been issued by the Transit Commission, believing that limitation will get him the reputation for accomplishment. Of all the methods he has thus far proposed for bettering transit conditions this Third Avenue subway plan is the clumsiest and most impracticable.

**Preserve Historic Trees**

The nation-wide pleas and protests in its behalf did not, unhappily, avail to save the famous old oak tree near Cape May, N. J. The considerations which led the local authorities to destroy it were presumably of the ordinary utilitarian kind. A tree, however fine, that seems to stand in the way of widening or straightening a road is generally doomed. True, there are communities in which for the preservation of trees roads have been slightly diverted from mathematically straight lines, and the people have gloried in the fact. But such intelligence, taste and public spirit are doubtless too much to require of an average board of chosen freeholders.

The incident has, however, served to show how great and widespread a public interest there is in historic trees, and thus, we may hope, to bring a step nearer the enlightened day when such irreplaceable monuments of nature will be adequately guarded and cared for. The tree in question is said to have been about two hundred years old. Thus it must have been of stately size before the French and Indian War was fought, and a noteworthy landmark in the days of the Revolution.

New Jersey will do well to have a case for her other great trees, so that they may not suffer a like fate. The most noteworthy of them all is doubtless secure. That is the Washington oak, at Rasking Ridge, which has been called by good authorities the largest white oak known to exist in the world, and is estimated to be between three hundred and four hundred years old. As it stands in the graveyard of a church, whose members prize and cherish it as their most precious possession, there is

little fear of its destruction or mutilation.

The scarcely less famous big sassafras, between Chatham and Madison, N. J., is less secure, since it stands on the margin of a public road. It has been declared by United States government experts to be one of the largest two sassafras trees ever known in the world, the other, of almost precisely the same gigantic proportions, being in Missouri. Such a unique wonder of the sylvan world may well be the object of civic pride and guardianship. Not every community can endow itself with a Parthenon or a Taj Mahal. But one which is so fortunate as to be endowed by nature with a living memorial of colossal stature, vital and vigorous with the strength of centuries, should surely conserve it at least as jealously as it would any structure of men's hands.

It was singular that when Governor Allen referred to the Ku-Klux as clandestine he neglected to spell it with a K.

**More Truth Than Poetry**  
By James J. Montague

Education  
Doctor McCluck of the Western State U.  
Knows Terence and Plautus by rote.  
He can easily speak in both Sanscrit and Greek  
And the Syracus poets can quote.  
But the college eleven was walloped this year—  
It was weak in the backs and the line—  
Which being the case, it is perfectly clear  
That the Doctor has got to resign.

Chancellor Bluff wouldn't get very far  
On degrees that he's managed to win.  
But beyond any doubt he's a regular star  
At raking endowment funds in.  
But the game that the college had counted as cinched  
Proved, on playing, a hideous rout.  
And the Chancellor, rather than stay and be lynched,  
Has made up his mind to get out.

For twenty-five years has old President Bean  
Been the head of McGonigle College;  
A scholar is he, with a mind clear and keen,  
And a master purveyor of knowledge.  
But the team lost a game and the sport writers said  
The tackles and guards were too tight—  
So the president now must go beg for his bread,  
For the regents discharged him that night.

James Boscom, D.D., LL.D., Ph.D.,  
Has forgot all the lore that he knew,  
His only concern through the fall was to see  
That the team got the ball and went through.  
Wherever it played the eleven won out.  
And was hailed as a bear and a whale.  
And the prexy, it widely is rumored about,  
Is soon going to Harvard or Yale!

**Golden Opportunity**

We are expecting a time now to read Nicolai Lenin's signed recommendation of the patent medicine that snatched him out of the jaws of the grave.

**Beyond Endurance**

What with soft drinks and soft coal, the East is getting little joy out of existence.

**The Cause of the Trouble**

One-half of Ireland doesn't know what the other half wants.  
(Copyright by James J. Montague)

**Proportional Representation**

To the Editor of The Tribune:  
Sir: In your account of the speech of Henry De Forest Baldwin at the twenty-fifth anniversary of the Citizens Union you proceed as follows: "The Board of Aldermen would be more truly representative, he said, if the members of the majority party were limited to a certain proportion of the whole and the rest of the board were made up of candidates of the minority parties who received the most votes."

If he had said this you would have been justified in using as you did the caption "Baldwin Advocates Limit to Aldermanic Majority." But I did not hear him say this. What I understood him to say in that connection was that he was in favor of proportional representation; that at the present time, of the 6,000,000 people of our city, only about 2,000,000 were represented, because the rest voted for minority candidates who were therefore not elected.

Proportional representation, as I understand it, does not arbitrarily limit the majority party to a certain proportion of the whole, but automatically gives it its fair proportion, according to the number of votes that party's candidates received of the whole.

Would it not be well to give the readers of The Tribune a more detailed understanding of proportional representation, in view of the advocacy of it by the chairman of the Charter Commission and the many civic problems he and other men in public life believe it would solve?

HARRIET B. LAIDLAW.  
New York, Dec. 18, 1922.

**Funny at a Distance**  
(From The Providence Journal)  
Mayor Hyland suggests that Chicago should solve its transit problems by "falling in line with New York." Mayor Hyland is thus raised by a single remark to the ranks of our leading humorists.

**The Lantern**  
Oct. New York Tribune Inc., 1922

**I Have Seen Beauty**

I have seen beauty as a morning star.  
Too exquisite to stay the garish dawn.  
But moving the dim way that the shadows are—  
Shining and soon withdrawn.

I have seen beauty as a valiant wing  
That strikes one blow against a stormy sky—  
Ever a moving thing, a transient thing,  
That gleams and turns to die.

Yes, My Dear, ISN'T IT?  
Sir: I was seeing New York to-day. I stood for a moment at the corner of Center and Chambers streets.

In the immediate foreground loomed the bulk of the Brooklyn Bridge "L" platform, its green a careful olive in the gray. Close beside me towered the Municipal Building, its roof invisible in the snow, its graceful curve giving it an air of bestowing blessings on the square. Back of the "L" platform was a deep cavern filled with flying snowflakes, the World's Fair, its glitter in the snow and wearing a coat of soft orange; on the other side stood the straight, symmetrical bulk of the Sun Building. The buildings along Park Row lost their jagged edges in the gray haze; their outlines were softened into charming curves. Even the street sounds were subdued; a soothing hum replaced the usual shrieks and clatters. In the shadow of the magnificent Woolworth Building—its cathedral-like tower lost in the sky—nestled cozily the City Hall. Over all the softly falling snow was spreading a comforting white blanket.

It was downtown New York at its best—somber and tender to its beauty. Only one jarring note marred its perfection. Above the top of the "L" platform (which hid the signs below it) rose a huge, bold announcement: "DON MARQUIS IS NOW WITH THE NEW YORK TRIBUNE." Was it at this that Horace Greeley, in his archaic, peered so quizzically?

A whole of a spot for advertising. Don, but rather a shame to sound a false note in a sonata.

Yours very truly,  
-ELINOR-

**Wait of a Colleen**

My man has gone and left me  
To loneliness, like an empty jug.  
The tang of his pipe has gone out  
From my house  
And the rafters ache for his cursive;  
His mug stands mutely on the shelf  
And his gun looks useless in the corner.

Oh, why did he go, the big man,  
Away from me who loved the coarseness of his beard  
And the smell of his old jacket?  
There is nothing to do now  
But cry.

The mug can be filled—  
The gun is not useless—  
The rafters are waiting.  
Dwight Taylor

**Captain Fitzurse on the Fair Sex**

This modern feminist movement does not spring from a real desire on the part of women to escape the primitive club. It comes from the wish to gain wider freedom in the selection of the wielder thereof.

No normal woman asks for her "rights" when she can get romance.

In a sweetheart a man requires beauty, charm, etc.  
In a wife, common sense, and more especially the capacity for self-sacrifice.

Which may explain why he often selects different women for these vocations.

If a spade is a spade why should a rake be called a rake?

The man who marries has thereafter two consciences to live up to—or kill.

The weakening sentimentalist makes as much trouble in the world as the old-fashioned villain of melodrama.

The woman who can be "all things to all men" before she marries is frequently the woman who fails to be anything to one man afterward.

The woman who demands compliments receives—oh, merely compliments!

It is to be hoped that the women who read these paragraphs will pardon any criticism which seems to be unfair. If you write the truth about women, telling them how uniformly lovely they are, it does not interest them. They have heard it all so many times before. The only way to gain their attention is by being unjustly critical, by denying them those traditional excellences of which they so complacently, one and all, believe themselves to be possessed.

And I should much rather have a woman amused at my mistakes about the sex than uninterested in my compliments.

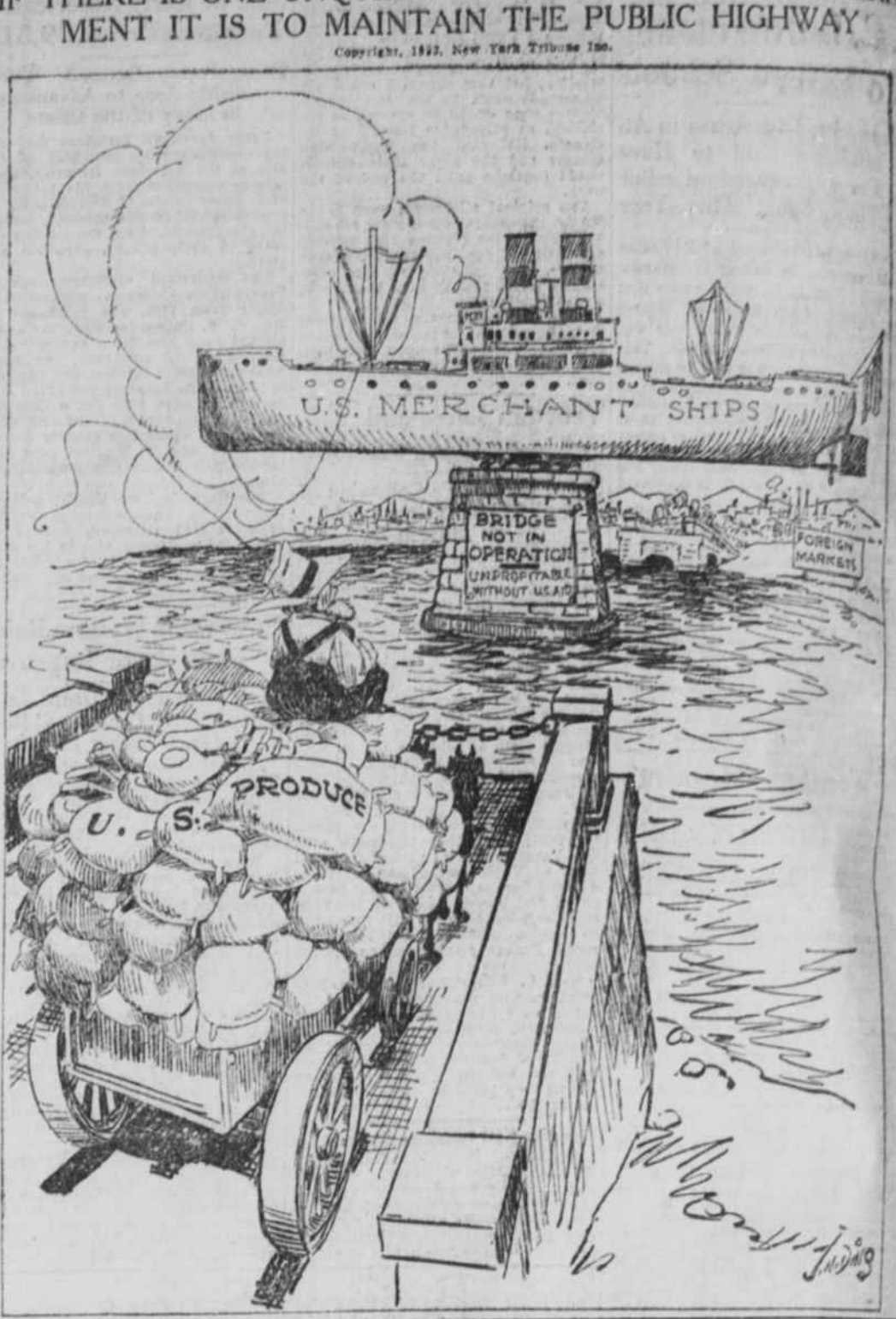
**Our Own Forecast**

Winter weather will be had in many parts of the globe, especially in Greenland, Iceland and environs of the North Pole.

A certain amount of weather may be expected in several portions of the globe simultaneously.

Rain or fair will be the order of the day in many localities, it is fearfully predicted.

Weather will be had.  
DON MARQUIS.



### A New Naval Policy By Quarterdeck

THE Navy has good reason to "cheer up," as Admiral Sims says. It is once more to be modernized, organized and mobilized, after a gloomy era of demoralization and disintegration, begun under the scatterbrain régime of the previous Administration, when preparedness for politics ruled our naval policy, when readiness for war was never considered and when the fundamental principles of tactics and strategy were ignored with brazen impunity. Under this depressing system the United States, with hundreds of ships and eighteen dreadnoughts, had no real "fleet in being" mobilized, trained, drilled and ready to meet an enemy. Every unit of the fleet was divided and separated by a distance of 5,000 miles into two distinct fragments, with the Panama Canal between them. One bomb in the canal locks would keep them apart and insure their defeat in detail.

The battleship force was like a football team, with seven men at San Francisco and four at New York. A navy department that would deliberately prepare and train its "team" for battle—more properly for defeat—in such a manner could well take lessons in strategy and tactics from any boys' high school in the land.

**Preparedness for War**

The announcement, therefore, that the United States fleet—one fleet—will be organized for war under one commander in chief will be received with joy by every citizen of the United States who has read history with a grain of intelligence. A fleet whose distinct units are not drilled together as so many "teams" and whose teams are not taught to co-ordinate and co-operate as one great sea force is no fleet at all. It is simply a heterogeneous list of vessels with no cohesion, no head and no hope of victory in war. Taxation for such a navy is not justified.

Briefly stated, the United States fleet will be composed of the battleship force, the scouting force, the control or cruising force and the base force. This was, in effect, the system of organization adopted by both Jellicoe and Von Scheer, and was put in operation at the battle of Jutland.

Coincident with this reorganization and preparation of our scattered naval forces for war, the annual report of the Secretary of the Navy calls attention to the material needs of the navy. "I feel it my duty to report that in certain types, such as fast cruisers, aircraft carriers, seagoing submarines and aircraft, the navy is deficient." This is the gist of the matter in a few words.

**A Three-Plane Navy**

Herein we find recognition of the fact that battleships alone will not suffice. The surface fleet alone is helpless. Forces above and below it must be provided—the air force and the submarine force. A three-plane navy is emphasized. And it is noted that the new organization assigns air forces and submarines to each unit of the fleet—the battles force, the scouting force and the cruising force. Each is a "three-plane" affair. Each is protected and prepared with modern weapons. Without these it would be helpless.

The Secretary gives well deserved praise to the new bureau of aeronautics. "The development of aviation as an integral part of the fleet, with types of aircraft suitable to every need of the naval forces, has been the outstanding feature of the last year in naval aeronautics." The catapult, to utilize airplanes on every ship in the

fleet; the development of bombing and the perfection of the torpedoplanes among the triumphs of this bureau. The next development will doubtless be that of mine laying by airplane. With these three weapons—the bomb, the torpedo and the mine—the six forms of our fleet will not only give proper protection to our surface navy but will constitute the first line of its offensive power—without which it would be quite helpless, sentenced to defeat or to stay in our harbors in time of war.

**Free Speech**

The new naval policy outlined in the report of the Secretary and in the fleet reorganization will be received with more pleasure and confidence because of the Secretary's declared intention "to give to the public all information not incompatible with military secrecy." This is in line with the policy put in force when the present Administration first came into power—to remove the gag and permit free speech in the navy. Naval officers, in their love of the service and their ever present desire to keep it ready for the country's defense, would never again be throttled as they were in the past.

It was by such a political and tyrannical process of suppressing truth that the false statement was made to the people of this country that "the navy was ready from stem to stern" when we entered the World War. The navy wanted to be ready and tried to be ready, but it was not permitted to get ready, and it was completely unready—in organization, in plans, in personnel and in the fleet. The Secretary of the Navy, Franklin K. Lane, and Admiral Sims give an overwhelming proof of this fact. The people were deceived. They should never be deceived again. They must know the truth. Our naval sun is rising.

### What Readers Are Thinking

**Another Bursum Bill**  
To the Editor of The Tribune:  
Sir: As to your editorials and correspondence on the rights of the Pueblo Indians menaced by the Bursum bill, in our indignation against the injustice to the Indians let us not forget the greater injustice to the American people of the other Bursum bill, which proposes to establish an "all year" national park in New Mexico in a dozen separate pieces, several of them thirty-eight to ninety miles apart.

The injustice in the latter bill is that it would introduce into the national park system seven or eight different kinds of special privileges in irrigation, waterpower, hunting, grazing, mining, leasing of privileges, lumbering and the authority of the Secretary of the Interior to choose and by inference to surrender park areas.

The most serious evil in this is the certainty of the precedent that any one of these special privileges would form for similar encroachments in other national parks. It is hardly possible to exaggerate the danger of this. It might mean in the long run the practical obliteration of many of our national parks as self-contained units. Any encroachment would be the thin end of a wedge into the whole system.

National parks are not alone in being continually threatened by the inroads of those who would destroy the rights of the many for the privilege of the infinitesimal few. Many parks of other classes also are in similar danger or may be some day, and it is only

**In Emergency Officers' Behalf**  
To the Editor of The Tribune:  
Sir: The Bursum pension bill deals with a matter which should be of much interest to Americans. This bill was passed by the Senate nearly ten months ago and went to the Committee on Military Affairs of the House, where it has remained since.

The emergency officers who are being discriminated against, and whom the bill is designed to relieve, supplied more than 94 per cent of the officers in the late unpleasantness. I wonder how many persons realize that the majority of company and platoon commanders of regular army outfits were emergency army officers. Yet they are not entitled to retirement. This may appear a small matter, but if there is any truth in the saying that the United States of America, for which we fought and were crippled for life, "always stands for a square deal" there should be immediate passage of this bill by its House of Representatives.

GRANT SHEPHERD,  
Ex-Captain N. A. Commanded C Company, 23d United States Infantry; wounded July 18, 1918; 80 per cent permanent disability.  
New York, Dec. 18, 1922.

**Why to Bridge the Hudson**  
To the Editor of The Tribune:  
Sir: Besides your other suggestions concerning traffic, won't you urge a Hudson River Bridge? It would take available much high land for dwellings, and in the event of strikes would insure a food supply brought into town on trucks; the tunnel will only half help.

INTERSTATE  
New York, Dec. 18, 1922.

**What Germany Planned**  
To the Editor of The Tribune:  
Sir: A great many persons with disagreeably long memories will recall that in justifying the invasion of Belgium in the latter days of 1914 our local German friends insisted that Germany had no intention of violating Belgian neutrality until she found that France was planning to do the same thing.

It is now refreshing to have the printed word of Moltke, the eminent Prussian general, who had charge of the preparations which led up to the war, that the Schlieffen military plan, which was the basis for the operations at that time, contemplated not only the violation of Belgium but that of Holland as well.

One by one the highest German authorities are justifying the policies taken by the United States in taking herself with the Allies against the Kaiser and his advisers.

A. N. ADAMS  
Plainfield, N. J., Dec. 13, 1922.